

AFFAIRS OF THE RAILWAYS.

Hubs Must Be Closed as Lumber.

WASHINGTON, July 26.—The Interstate-commerce Commission has decided the case of Frank L. Hurlbut against the Lake Shore & Michigan Southern Railway Company and the Pennsylvania Railroad Company. The opinion is by Chairman Cooley, and decides an important point. The complaint was that hub blocks were put in the fifth class of freight. They are blocks which are roughed out to take off the bark, a hole bored in them to prevent checking, and the ends dipped in kerosene and sawed off to about the length of a hub. The defendants claimed that the blocks should go into the fifth class with "wagon material, unfinished," and not with "lumber," in the sixth class. The railroad companies claimed that the hub block is simply a piece of small iron timber, or the logs used in making the hubs, and that the article furnished by the complainant was not a hub block, but a piece of all intents and purposes. The commission, however, did not agree with this contention, but decided that they were unseasoned, raw material on the way to the hands of the manufacturer, and must therefore be considered as property classed with lumber, and not as they were classed by the roads. In speaking of the classification in use by the railroad companies, the commission says it is supposed to be expressed in plain terms, and that the ordinary business man can understand it, and, in connection with the rate sheets, can determine for himself what can be lawfully charged for transportation; and that the commission who prepare the classification, after they have given it to the public, have no more authority to continue it than any other body, and, if they do, they must leave the document to speak for itself.

Iowa Commissioners Enjoined.

LEAVENWORTH, Kan., July 26.—About three weeks ago the Northwestern Railroad Company applied to Judge Brewer, of the Eighth Circuit, for an injunction to restrain the railroad commissioners of Iowa from enforcing a schedule of transportation rates which it had made under the authority of the Legislature, on the grounds that the rates were so low that they would bankrupt the road and that the Legislature cannot delegate its power. A temporary injunction was granted, and an explanatory hearing was had in this city to-day. Judge Brewer has made a decision which continues the temporary injunction. In discussing the matter, the judge said that the question, namely, the right of a suit against the commissioners, the right of a Legislature to delegate power to make a schedule, and the right of the State to fix a rate, is not strictly an action against the State and cannot be maintained. Secondly, he thinks that the State may delegate such power to railroad commissioners; at least, State courts have held that the delegation of such power is constitutional. Thirdly, he maintains that, while the State has the right to fix railroad rates, it must do so in a reasonable manner—that is, it must not maintain the rates, pay fixed charges and a return to the stockholders, however small. The question not yet being settled, the judge said that the railroad companies are reasonable in the sense that Judge Brewer used the word, the injunction is continued for further hearing on that point. It is expected that six or eight weeks will be required to furnish such testimony.

Foreclosure for This Year.

CHICAGO, July 26.—The Railway Age to-morrow will say: "This year, up to July 1, railroad foreclosure sales numbered 12, representing 756 miles of line and a total apparent face value of \$1,000,000. In the same period of 1887 there were 19 sales, involving 21 times the mileage and nearly five times the capital of the foreclosures this year." The Age adds: "It would be gratifying to believe that the decrease in foreclosure sales indicated the approaching end of railway bankruptcy and a period immediately at hand of general prosperity for these institutions, but there is evidence which, unfortunately, tends to indicate the reverse of this proposition, and that a new period of railway insolvency may be commencing. This evidence is given in the record of receiverships, and shows that about thirteen roads, with an aggregate mileage of 2,428 miles and a total apparent funded debt and capital stock of \$1,000,000, have acknowledged their insolvency since the year began. Compared with several years previous, this is a discouraging showing. For the first half of 1887, there were only five cases of receiverships recorded, covering 428 miles of road and about \$2,200,000 of capital; while for the entire year 1887 only nine receiverships were reported, representing 1,040 miles and \$3,035,000 of investment. Needless speculative operations, excessive railway building, hostile legislation and rate wars are the causes of the trouble. The Age mainly ascribes the failures thus far in 1888.

The Prosperous Roads of the Country.

The most prosperous roads in the country to-day are those in New England and in the Southern States, and this is in a large measure due to the fact that a majority of the stock and securities of such roads is held within the States where the roads are located. In New England almost every business man is interested in the prosperity of the roads in his State, and the same is true in regard to Georgia and a half dozen other Southern States. A Southern road, which was lately owned in Boston, recently sold the controlling stock and bonds to people living along the line. There can hardly be a better guarantee of the development of a railroad and of fair treatment to its owners than local ownership. "What a different outlook," says a railroad financier, "would there be to-day for the so-called granger roads if Iowa, Nebraska and Minnesota people were extensively interested in the stock and bonds of the C. & N. O., the C. & R. I. and other railroad systems in those States."

Personal, Local and State Notes.

The Illinois Central has declared a semi-annual dividend of 3 1/2 per cent, payable Sept. 1. H. W. Hubbard, general freight agent of the Vandallia, has gone East on a two weeks' vacation. The Vandallia has just completed a new depot at Seelyville and established in it a telephone office equipped with the Water-Sweeney switch. The reduction proposed by the Commissioners of Mississippi, on freight rates, if carried out, will cut down the revenue of the Illinois Central road, it is stated, fully \$250,000 a year. President Roberts, of the Pennsylvania lines, has tendered a private car for the removal of Mr. Randall from Chicago to his home in Pennsylvania whenever he is thought to be well enough to be removed. Loganport Lodge, of Locomotive Firemen, with their friends, will make an excursion to Matamoras next Saturday. Over 1,200 tickets have already been sold, and the affair promises to be an immense and enjoyable affair. President Corbin is said to be a good deal more interested just now in arranging harmonious relations between the Ohio, Indiana and Western roads and its competitors and connections, than in putting out the new securities of the company. The large engines in the basement of the Union Station, which are to run the electric light plant and furnish other needed power, were started up for the first time yesterday. Each one is 175-horse-power speeded at a high rate. The engines which hauled the trains containing the Clay county miners, yesterday, were very handsomely decorated, and excellent time was made. From Greencastle to this city both trains covered the distance, thirty-seven miles, in less than one hour. The employees of the Eastern division of the Wabash have a grand excursion to Detroit to-day. The party goes by rail to Toledo and then by boat to Detroit. Employees are furnished with free transportation, and their friends are carried at a low rate. An exchange says: "Now the passenger department of the roads is threatened with the commission, and, looking over the field, there are irregularities existing which were not exceeded in the good old days of rate-cutting regardless of consequences." F. H. Crane, superintendent of the Woodruff Sleeping Car Company, spent yesterday in the city. The cars of the company have recently been put on four new roads, and the large increase in mileage during the past year shows that the cars are increasing in popularity. The Reading Railroad Company announces that the employees who neglect to pay their debts will be discharged. In commenting on this announcement the Philadelphia Record says: "The corporation which owes over \$2,000,000 proposes to enjoy the monopoly of due bills." An arrangement has been made with the Vandallia and the Evansville & Terre Haute roads to put on a line of Woodruff sleeping cars between Indianapolis and Evansville to run each way nightly. The cars went out last night, and are hauled on Nos. 9 and 12 over the Vandallia. A prominent railroad official remarked, yesterday, that the railroad industry was a special benediction of Providence in favor of the railroads of the West, and he hoped that they would have the good sense to move them at paying rates. "Here is another feature of the case," said he. "A good season with farmers always draws the attention toward agricultural pursuits, and necessarily brings with it the settlement of the far Western lands, and every fresh section of land broken up signifies a permanent customer for the railroads."

The Locomotive Brotherhood of Locomotive Firemen, of Jeffersonville, Ind., will give a picnic next month, for the benefit of the widow of one of their deceased members and a sick member of the lodge. The Locomotive Brotherhood of Indiana has been asked to participate in the pleasures of the day.

It is estimated by the strikers that the C. & N. O. has lost \$1,000,000 a month by fighting strikes, and they have lost only \$250,000 a month by the statement of both parties it is evident that strikes are a losing operation all around, and the sooner a basis of settlement is reached the better it will be for everybody concerned.

People who travel over the Lake Erie & Western road have become tired of the petty squabbling between the railroad company and the City Council of Kokomo, which requires that their trains shall move along at a snail pace for quite a distance. It is said that the railroad can save a great deal of time and make it much pleasanter for their patrons if it will place a few flags at the crossings.

There is a lively fight in progress for the lumber traffic going East out of here. The Blue line has heretofore held the lead in shipments of this class of freight, but this year it is meeting with sharper competition. The present indications are that shipments of low and hard-wood lumber to the Eastern markets are to be heavier than usual. One Indianapolis firm expects to ship 3,500 carloads of logs from the timber lands in Arkansas, over Indianapolis lines, and is now in the market to secure the lowest rate at which such property will be forwarded.

All efforts of the roads carrying the passenger business between Cincinnati, Louisville, Indianapolis and Chicago, to bring about a restoration of rates, have thus far proved unavailing, and it is not likely anything will be accomplished until the presidents and general managers of the roads interested take hold with a determination to straighten out matters. The L. N. & A. C. people feel sore because it is alleged that the inauguration of the war was first their cutting of rates, and claim to have ample evidence that the Pennsylvania lines were the first to do so. They go still further and say that they did not meet the rates made by the former until the C. L. St. L. & C. met them, and then, for self-protection, they waded in. They now claim to have carried as many passengers as their competitors between the points named.

THE FIFTIETH CONGRESS.

The Senate Passes the Army Appropriation Bill and Considers the Fisheries Treaty. WASHINGTON, July 26.—A number of bills were reported from committees and placed on the calendar, after which Mr. Allison moved to proceed to consideration of the army appropriation bill, stating that it was important that it should be passed to-day.

Mr. Fry said he had given notice that he would call up the fishery treaty to-day. He was compelled to yield to the army appropriation bill; but he renewed that he would authorize every thing else for consideration of the treaty, regarding it as exceedingly important that it should be passed to final action.

Mr. Allison's motion was agreed to, and the Senate resumed consideration of the army appropriation bill, the pending question being the amendment offered by Mr. Hawley, appropriating \$750,000 for an armory gun factory at the Watervliet Arsenal, New York; \$5,000,000 for the purchase of steel for high-power coast defense guns; \$200,000 for the purchase of marine mines, and \$100,000 for submarine controllable torpedoes. The amendment was agreed to without division, and after the adoption of a few other amendments the bill was reported back from the committee of the whole to the Senate.

Mr. Berry called for a separate vote on Mr. Hawley's amendment, and proceeded to address the Senate in opposition to it, as did, also, Mr. Gorman. Mr. Gorman's amendment was rejected without a division. Mr. Hawley's amendment was agreed to—yeas 24, nays 16—and the bill was passed. The Senate then proceeded to consider the fisheries treaty in open executive session, and was addressed by Mr. Wilson, in favor of its ratification. A running debate ensued, participated in by Messrs. Teller, Wilson, Stanford and Morgan, at the close of which the matter went over without action.

Two presidential vetoes were read and referred, and the Senate adjourned.

Proceedings of the House.

WASHINGTON, July 26.—On motion of Mr. Townsend, of Illinois, a joint resolution was passed providing temporarily (until Sept. 1) for the support of the army.

In the consideration morning hour the House proceeded to consideration of the bill to provide for postoffice buildings. The report accompanying the bill explains its provisions as follows: It proposes to establish a plan for the construction of public buildings for the use exclusively of the Postoffice Department, of a uniform character, and which shall be especially adapted for the purposes of that department. Its provisions operate only in places where the gross receipts are \$500 annually for two consecutive years. The extreme limit of cost to the United States for any building shall not in any case exceed \$25,000. Subject to these limitations, it provides for three classes of buildings, varying in cost according to the amount of gross receipts.

Pending action on the bill, the morning hour expired, and the House went into committee on the whole—Mr. Dockery, of Missouri in the chair—on the Oklahoma bill.

Mr. Hooker, of Mississippi, opposed the bill, and Mr. Nichols of the same State favored it as did Mr. Perkins, of Kansas, Mr. White, of New York, and Mr. Cannon, of Illinois. Mr. Curry, of Wyoming, offered an amendment in the line of the resolution of the Chicago convention, that all officers appointed by the President for any Territory that had been organized for the period of five years or more, should be selected from bona-fide residents of the Territory in which they are to serve.

The point of order was made and sustained off the amendment that it was not germane to the bill.

Mr. Carry then offered the amendment, making it applicable to Oklahoma only, and it was adopted.

Mr. Payson, of Illinois, offered an amendment providing that the lands contained in the Oklahoma Territory shall be disposed of under the homestead laws instead of at \$1.25 per acre, as proposed by the bill. Pending a vote the committee rose.

The fortifications appropriation bill was reported.

Mr. Springer gave notice that he would press the Oklahoma bill to a final vote to-morrow, and if any disposition to filibuster against it is shown he will, the first thing in the morning, bring the bill up for consideration.

The House then took a recess, the evening session to be for consideration of bills reported from the committee on judiciary.

At the evening session the House passed the following bills: Requiring notice of deficiencies in accounts of principals to be given to sureties and categorical instruction. Expert teachers. Special low rates for summer school. Enter now. Visitors welcome. [?] Elegant catalogue free.

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posed bomb will be examined to-day. The apples came from New Albany over the Louisville, New Albany & Chicago route, and were loaded in a Pennsylvania stock car.

He Fell in Love with the Captain's Wife. SAN FRANCISCO, July 25.—The ship Solitaire arrived from New York, to-day, with John Wright, ex-convict, in irons. Wright suddenly fell in love with Captain Sewell's young wife, Captain Sewell's voyage around the Horn to this port was his wedding trip. The Captain says the mate followed his wife, and sneaked around his cabin to listen to their conversation, therefore the only thing he could do was to chain him up.

The Exposition Universelle de l'art Culinaire, awarded the highest honors to ANTOINETTE BITTENS as the most efficacious stimulant to excite the appetite and to keep the digestive organs in the best of order. Ask for the genuine article, manufactured by Dr. J. G. B. Siegert & Sons, and beware of imitations.



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FUNERAL NOTICE.

HANN.—The funeral exercises of Mrs. Mary E. Hann and Miss Ina Hann will occur at their late residence, No. 500 College avenue, this morning, at 9 o'clock. Interment at the cemetery near the Massachusetts avenue station at 11:50 o'clock.

DIED.

ARMSTRONG.—On Wednesday, 25th inst., John R. Parmelee, aged forty-nine years, of the late firm of Parmelee & Co., 784 North Alabama street, Saturday, at 4 o'clock. Friends invited.

MCCHERRY.—On Thursday, July 26, at 1:45 p. m., after a long and painful illness, William L. McCherry, in the forty-seventh year of his age. Funeral services at the residence, No. 127 West St. Clair street, on Saturday, July 28, at 4 p. m. Funeral and burial private.

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WANTED—AGENTS TO SELL TERRITORY by county or State for our new four and meal coffee. Address F. M. HUFF, Warren, Ind.

WANTED—SALESMEN.

WANTED—SALESMEN, EVERYWHERE, TO sell our \$2 silver door plates by our new plan of free advertisement, clear \$10 a day easily; write for circulars. N. Y. DOOR-PLATE CO., Albany, N. Y.

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WANTED—BOARD IN EXCHANGE FOR GERMAN lessons, in nice family. Address GEN. TELMAN, care Journal.

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WANTED—DESK ROOM IN AN OFFICE. Truly located, with some additional back room. Address J. H. LUTON, Journal office.

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FOR SALE—WEBER SQUARE PIANO, complete and in excellent condition, for the publication of a six-column quarto. As good as new. Address FRANK PUBLISHING COMPANY, Indianapolis.

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MONEY TO LOAN ON FARMS AT THE LOWEST market rates, privileges for cash. Address: D. W. WALSH, 72 E. Market street, Indianapolis.

PERSONAL.

PERSONAL—MR. JACOB R. MCCHERRY was pleased to meet his friends at his home, 345 East New York street, Friday, July 27, it being his eighty-first birthday.

FOR RENT.

FOR RENT—ROOMS, WITH STEAM POWER. Apply at Bryce's bakery.

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LOST—CREAM-COLORED FEMALE PUG, with collar of bangles. Liberal reward for return of same to 101 North Tennessee st.

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BOYS' CLASSICAL SCHOOL. Thirtieth year opens Sept. 17. Prepares for all Colleges. Boys of eight received. Send for Catalogue. T. L. Sewall, Indianapolis, Ind.

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Cash on hand and in the hands of agents or other persons. \$67,348.13

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United States 4 1/2 per cent. registered bonds. 108,375.00

\$1,200 Atlantic, Jewell and Western railroad 6 per cent. bonds. 12,360.00

\$10,000 Toledo, Ann Arbor & Michigan railroad 6 per cent. bonds. 8,930.00

\$20,000 Mutual Union Telegraph Company's railroad 6 per cent. bonds.